

Talking Points From The letter From John Lindquist

Statement: *We have heard that the City is planning to purchase 3 new end loaders a year for the next 3 years. This is a good idea, but, do not get rid of all 9 of the old end loaders. We have a desperate need to increase our end loader fleet size. Losing 10 end loaders on this last sale has hurt our ability to service our own needs and provide necessary City services without relying too much on private end loaders.*

Response: In the 2008 budget there is only one endloader. When this endloader is purchased one older unit will be sold or auctioned. We sold 9 of the 21 endloaders as part of the equipment reduction process. The city can't afford to have 20 or 30 endloaders sitting around waiting for use. There will be times that we do not have enough City endloaders and we need to utilize private endloaders to augment our fleet. During the February storm we were able to get 57 private endloaders. By utilizing private endloaders it gives us the ability to put the Special Equipment Operators (SEO) into some other piece of equipment that may be needed for the operation at hand

Statement: *We also have a need for a few smaller end loaders, the type that do not have to get trailered to the job site. This is for use in Forestry for stumping and boulevard work. This machine could also have a flail or other attachments.*

Response: We are looking into the 2008 endloader purchase that will have two buckets. This unit may have two quick change buckets, one large for snow one smaller for use in Forestry. It will also be fitted for the Snow-Go's

Statement: *Far too often since the reorganization, our tractor equipment sits idle because of our ongoing problem with the sick, lame and lazy list. They can't fill garbage packers for garbage or snow plowing. This season we tried to fill 119 packer plow trucks and only got 39 people. Did anyone get disciplined? Instead of using Holders and Trackless for crossovers, angle parking and dead ends we use private end loaders at \$105 per hour. We only cost \$92 per hour and live in the City and know the streets. Use our equipment first. We did bus stops with private end loaders and 3 City loaders sat idle.*

Response: There are times that we do not have enough ODW to fill every request for equipment. DPW is in the process of changing the sick leave policy to try to reduce the amount of sick leave used daily. Private endloaders have been used for cleaning bus stops and bridges for over 15 years. The SEO's are usually in the middle of sidewalk clean up and there are limited number of private sidewalk tractors available.

Statement: *The Snow-Go machine went out on the viaducts to work and did an excellent job. Paul Novotny at DPW Headquarters said he has been trying to get one for 6 years to no avail. What caused this? We need Snow-Go training for our operators before the last of our experienced operators retire. Our 2 "936" Caterpillar end loaders should be kept and/or rehabbed. If replaced, the 2 new units should have the proper hitch. This would allow them to use the 2 wing-front plows and the 2 snow-go's with that type of hitch. We'd like to bring up other issues.*

Response: Snow- Go's are an option when the City deems it necessary to widen streets and bridges. If a Snow-Go is used there is also a need to have up to ten tri-axle or quad-axle dumps working with each unit to haul the snow. Fleet Services has it's most experienced operators trained on the operations of the Snow-Go's. We are getting more requests for the Snow-Go's for bridge and viaduct widening. During these operations the senior operator shows the junior operator the proper and safe way to operate the units. As these units are used there will be comprehensive training for additional operators.

Statement: *The reliance of all new salters to only have D-ring front plows is a weakness. With plow damage and a limited number of D-ring plows, there are times when our front line salt/plow fleet runs out of front blades. Purchase some of the new salters with a Husting plow and hitch.*

Response: The "D" ring plows reduce the impact damage on the trucks. These blades do not jump around the way the older Husting hitches do. The salt trucks are much lighter and take considerably more impact damage then the larger garbage trucks. The "D" ring blades eliminate the possibility of salt trucks attaching an 11' or 12' heavy blade. It also eliminates the ability of a larger truck hooking up a 10' blade. In the 2007 budget we have ordered 20 additional "D" ring plows. This will give us 63 trucks and 99 blades. With every addition truck, we purchase a corresponding blade to go with the truck. As the number of trucks increases, we will increase the number of spare "D" ring plow blades.

Statement: *We do not have enough welders and mechanics to keep up with repairs, general welding or plow repair. We went from 14 welders to 5! We won the budget battle to fill three positions, got the money but – where are these new people? Also, we need more field service mechanics.*

Response: Welders and Mechanics: We are currently interviewing for two Vehicle Service Technicians. This will put us exactly where we should be at 33 Heavy Technicians. Automotive Maintenance Mechanics (Welders): Currently we have 6 people in this position. We submitted a request to fill for the position that the Common Council reinstated. For this position there is no current list. A test will have to be developed and administered. We have never had 14 welders. When we had two different locations performing plow repairs, We had a maximum of 11 in 1995. During the next 13 years we reduced that number to 7 because of the consolidation of South Shop and Central Garage. Reducing the duplication of effort was the main reason for the consolidation. When we have a critical need for welders we also utilize the Cities Ironworkers. These Ironworkers along with our Automotive Maintenance Mechanics are all state certified welders.

Statement: *Our sidewalk fleet does not have enough plows. 15 plows have sat at CRS for 3 weeks, no parts. We were going to try to convert a holder V plow and a 7 ft plow to a trackless hitch, we can't, not enough welders to keep up.*

Response: Sidewalk Plows: Currently we have 38 pieces of sidewalk equipment. For those tractors we have 18 7ft plow blades, 36 hinged blades and 18 snow blowers. The manufacturer has had a problem with the durability of the hinge on the plow blades. Fleet has come up with a temporary fix for this problem until the manufacturer can redesign the center point on the plow. There has not been a time recently when a sidewalk tractor was unavailable to perform its primary function because we did not have the needed attachment.

Statement: *Our street sweeping program, especially broom wash up has really gone down hill. The operator's are using 2 side brooms far too often and using 2 side brooms in alleys. Broom wash up is very poor and nothing is done to the operator that refuses to do a proper wash up. We should have more broom inspections and when mechanics complain about dirty brooms the operator should be dealt with. The discipline in the department since the reorganization is almost non-existent. If an employee won't come to work, won't do snow plowing, won't wash a broom, won't get with the program – do something about it!*

Response: Currently the Dispatch office has one of its Driver Training Instructors go out every couple of weeks during the sweeping season to conduct unannounced inspections for the condition of the sweepers. They will check the cleanliness of the machines and report back to the Dispatch Office Management as to their condition. Disciplinary action is taken and retraining

is given to operators not performing their duties as expected. They also check the condition of other equipment such as Front Lading Packers for debris in front of the packing blade.





LIGHT
02312





IGHT
2307

IGHT
2304

IGHT
2301

